CITY OF TUCSON

Major Streets & Routes (MS&R) Plan Amendment for Sonoran Corridor and Aerospace Parkway

Planning Commission Study Session

April 1, 2015

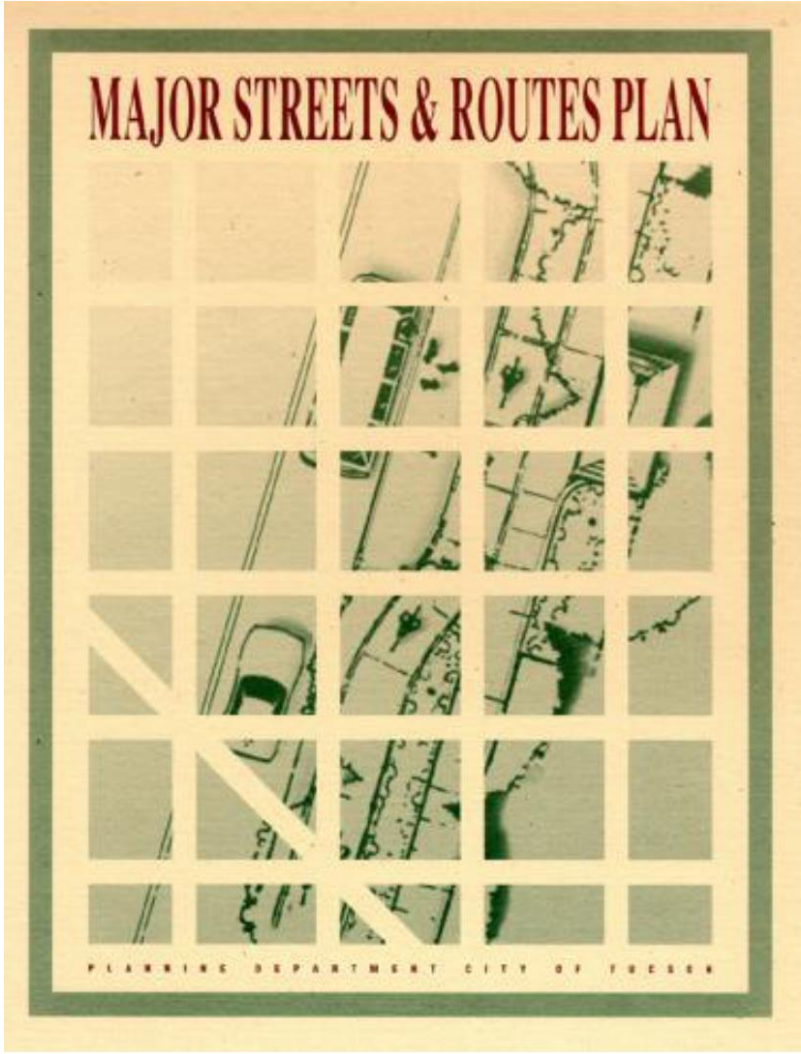
OFFICE OF INTEGRATED PLANNING

10/7/2014: Pima County Board of Supervisors voted to add the proposed Sonoran Corridor & Aerospace Parkway to the County's MS&R Plan .

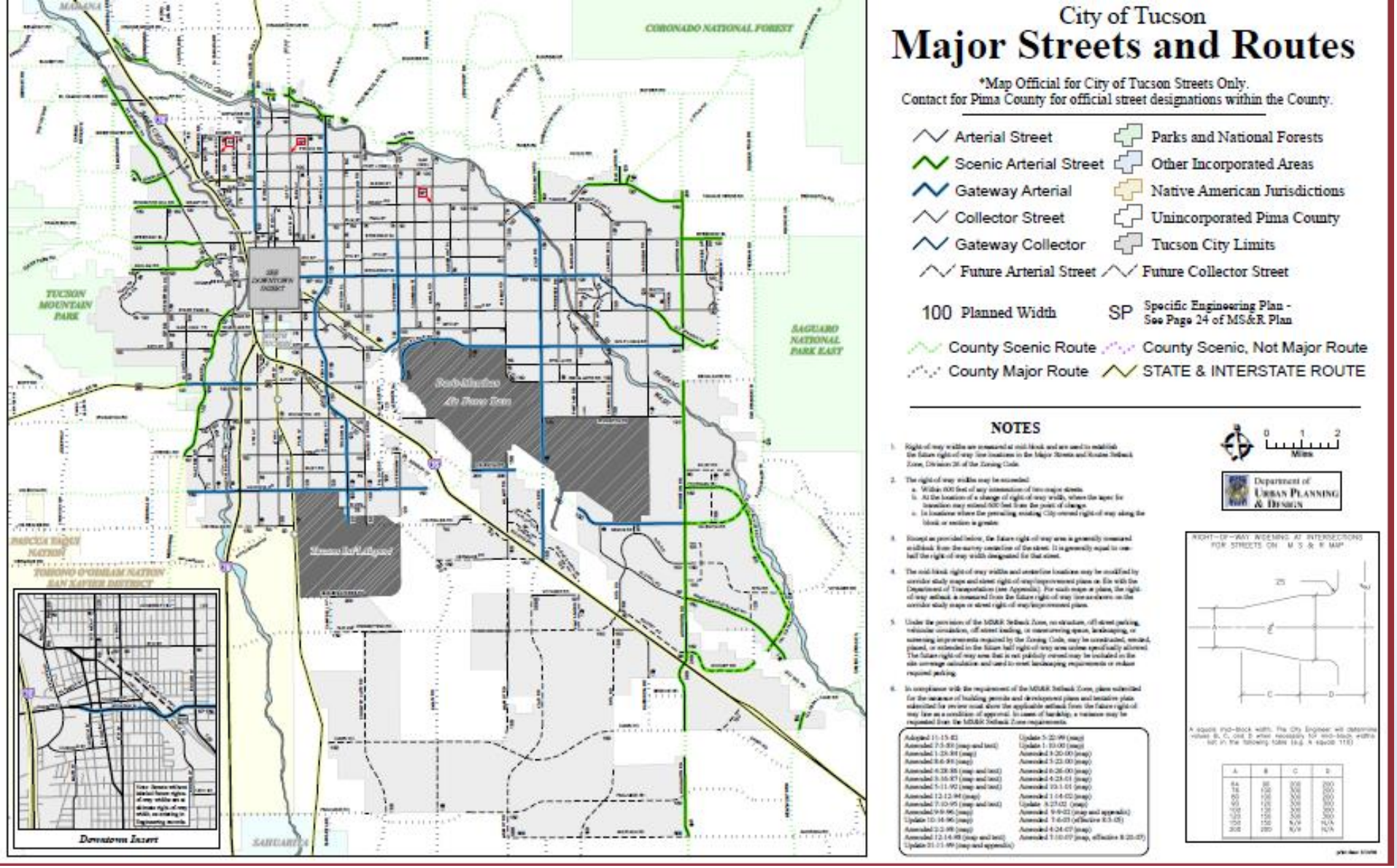
2/2/2015: Mayor and Council directed staff to amend MS&R Plan to reflect proposed conceptual alignment.

The MS&R Plan identifies:

- General location and size of existing and proposed major roadways
- Future right-of-way widths
- Typical intersections
- Setback requirements



http://pdsd.tucsonaz.gov/files/pdsd/plans/msr.pdf



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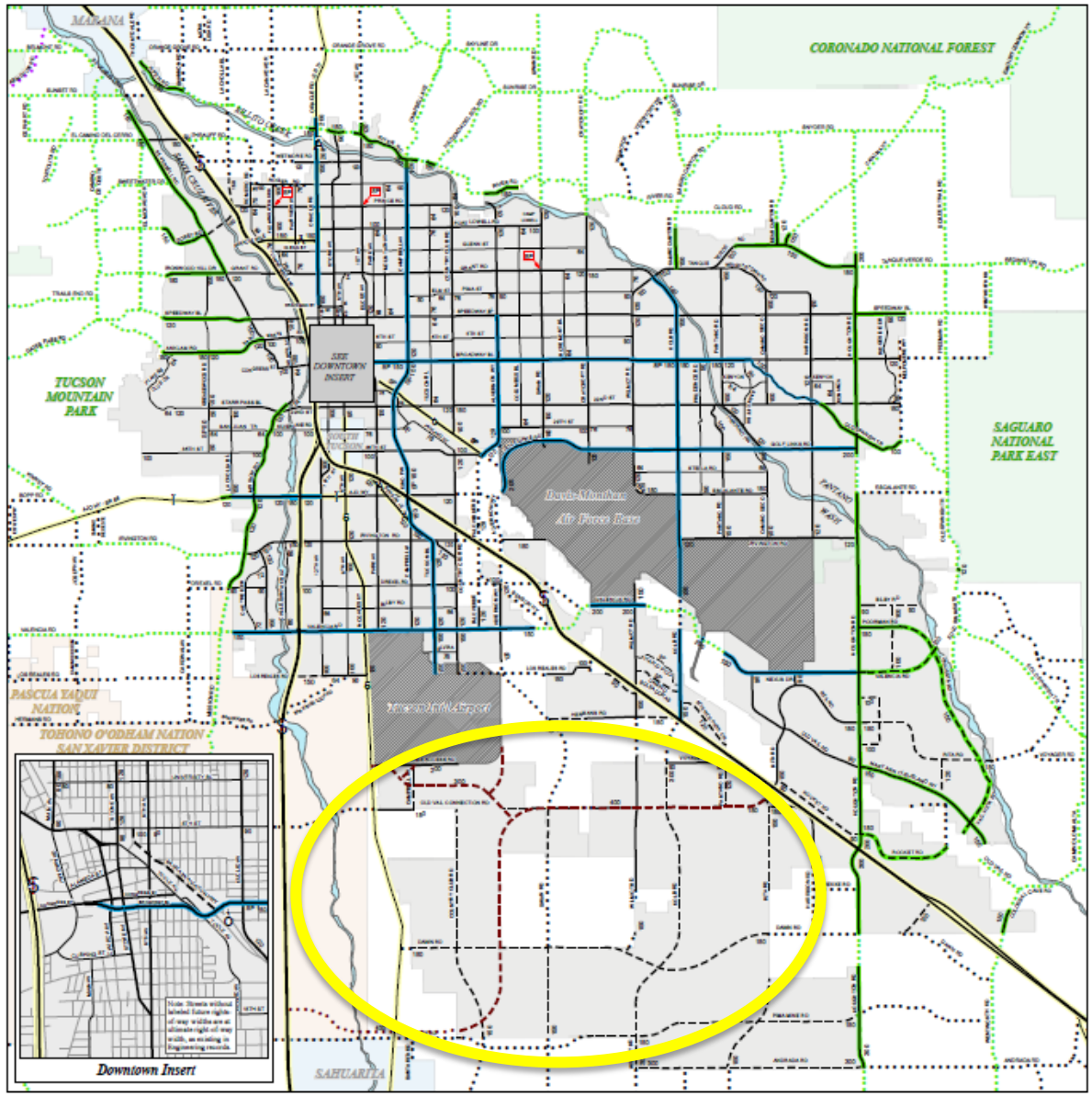


City of Tucson

Major Streets and Routes

*Map Official for City of Tucson Streets Only.
Contact for Pima County for official street designations within the County.

- Arterial Street
- Scenic Arterial Street
- Gateway Arterial
- Collector Street
- Gateway Collector
- Future Arterial Street
- Future Collector Street
- Parks and National Forests
- Other Incorporated Areas
- Native American Jurisdictions
- Unincorporated Pima County
- Tucson City Limits

100 Planned Width

SP Specific Engineering Plan - See Page 24 of MS&R Plan

- County Scenic Route
- County Major Route
- County Scenic, Not Major Route
- STATE & INTERSTATE ROUTE

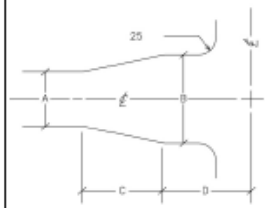
NOTES

1. Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations in the Major Streets and Routes Setback Zone, Division 26 of the Zoning Code.
2. The right-of-way widths may be exceeded:
   a. Within 600 feet of any intersection of two major streets.
   b. At the location of a change of right-of-way width, where the taper for transition may extend 600 feet from the point of change.
   c. In locations where the prevailing existing City-owned right-of-way along the block or section is greater.
3. Except as provided below, the future right-of-way area is generally measured midblock from the survey centerline of the street. It is generally equal to one-half the right-of-way width designated for that street.
4. The mid-block right-of-way widths and centerline locations may be modified by corridor study maps and street right-of-way/improvement plans on file with the Department of Transportation (see Appendix). For such maps or plans, the right-of-way setback is measured from the future right-of-way line as shown on the corridor study maps or street right-of-way/improvement plans.
5. Under the provision of the MS&R Setback Zone, no structure, off-street parking, vehicular circulation, off-street loading, or maneuvering space, landscaping, or screening improvements required by the Zoning Code, may be constructed, erected, placed, or extended in the future half right-of-way area unless specifically allowed. The future right-of-way area that is not publicly owned may be included in the site coverage calculation and used to meet landscaping requirements or reduce required parking.
6. In compliance with the requirement of the MS&R Setback Zone, plans submitted for the issuance of building permits and development plans and tentative plats submitted for review must show the applicable setback from the future right-of-way line as a condition of approval. In cases of hardship, a variance may be requested from the MS&R Setback Zone requirements.

Adopted 11-15-82	Update 5-22-99 (map)
Amended 7-5-83 (map and text)	Update 1-10-00 (map)
Amended 1-23-84 (map)	Amended 3-20-00 (map)
Amended 8-6-84 (map)	Amended 5-22-00 (map)
Amended 4-28-86 (map and text)	Amended 6-26-00 (map)
Amended 3-16-87 (map and text)	Amended 4-23-01 (map)
Amended 5-11-92 (map and text)	Amended 10-1-01 (map)
Amended 12-12-94 (map)	Amended 1-14-02 (map)
Amended 7-10-95 (map and text)	Update 3-27-02 (map)
Amended 9-9-96 (map)	Amended 9-9-02 (map and appendix)
Update 10-14-96 (map)	Amended 7-6-05 (effective 8-5-05)
Amended 2-2-98 (map)	Amended 4-24-07 (map)
Amended 12-14-98 (map and text)	Amended 7-10-07 (map, effective 8-20-07)
Update 01-11-99 (map and appendix)	

0 1 2 Miles

RIGHT-OF-WAY WIDENING AT INTERSECTIONS FOR STREETS ON M S & R MAP



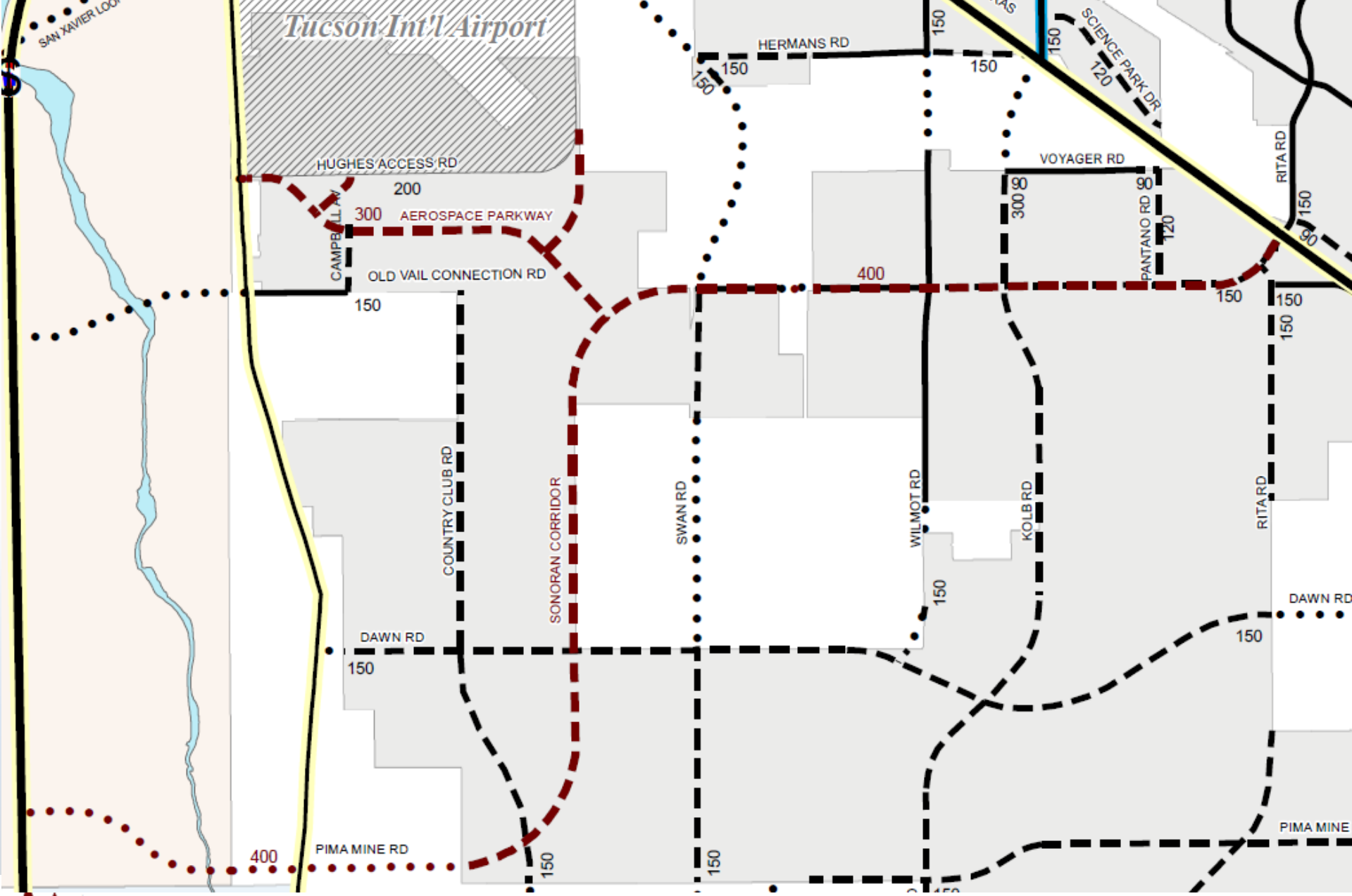
A equals mid-block width. The City Engineer will determine values B, C, and D when necessary for mid-block widths not in the following table (e.g. A equals 110)

A	B	C	D
64	80	200	200
78	100	300	200
80	100	300	200
90	120	300	300
100	130	300	300
120	150	300	300
150	150	N/A	N/A
200	200	N/A	N/A

print date: 05/05/10

City
County

Proposed Pima County Sonoran Corridor and Aerospace Parkway



City

County

Proposed Pima County Sonoran Corridor and Aerospace Parkway

Tentative Schedule:

- 5/6/2015: Planning Commission Public Hearing
- 6/17/2015: Mayor and Council Public Hearing

PRESENTATION BY DR. JOHN MOFFATT, STRATEGIC PLANNING DIRECTOR FOR PIMA COUNTY

Sonoran Corridor Overview

Presented by

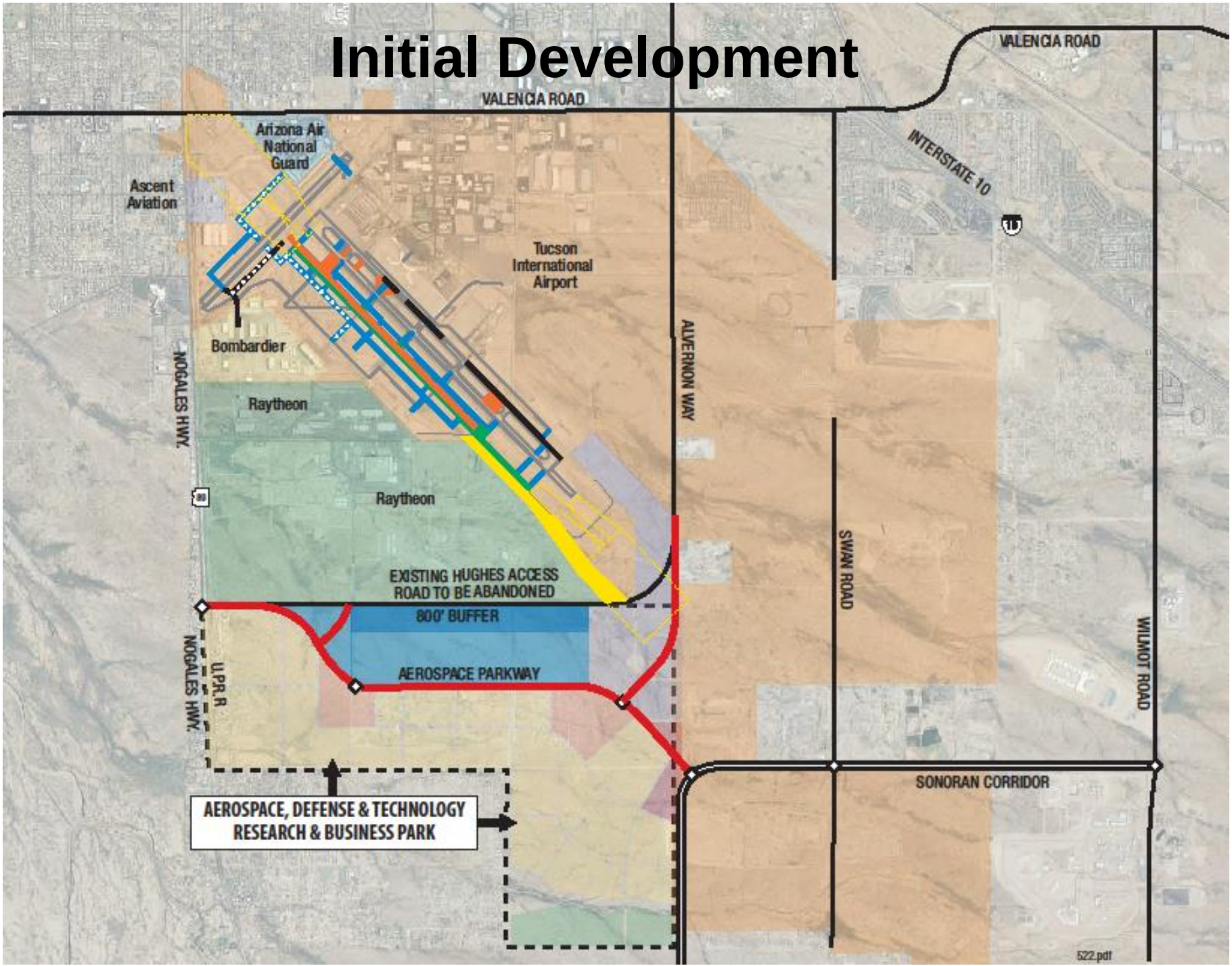
Dr. John Moffatt

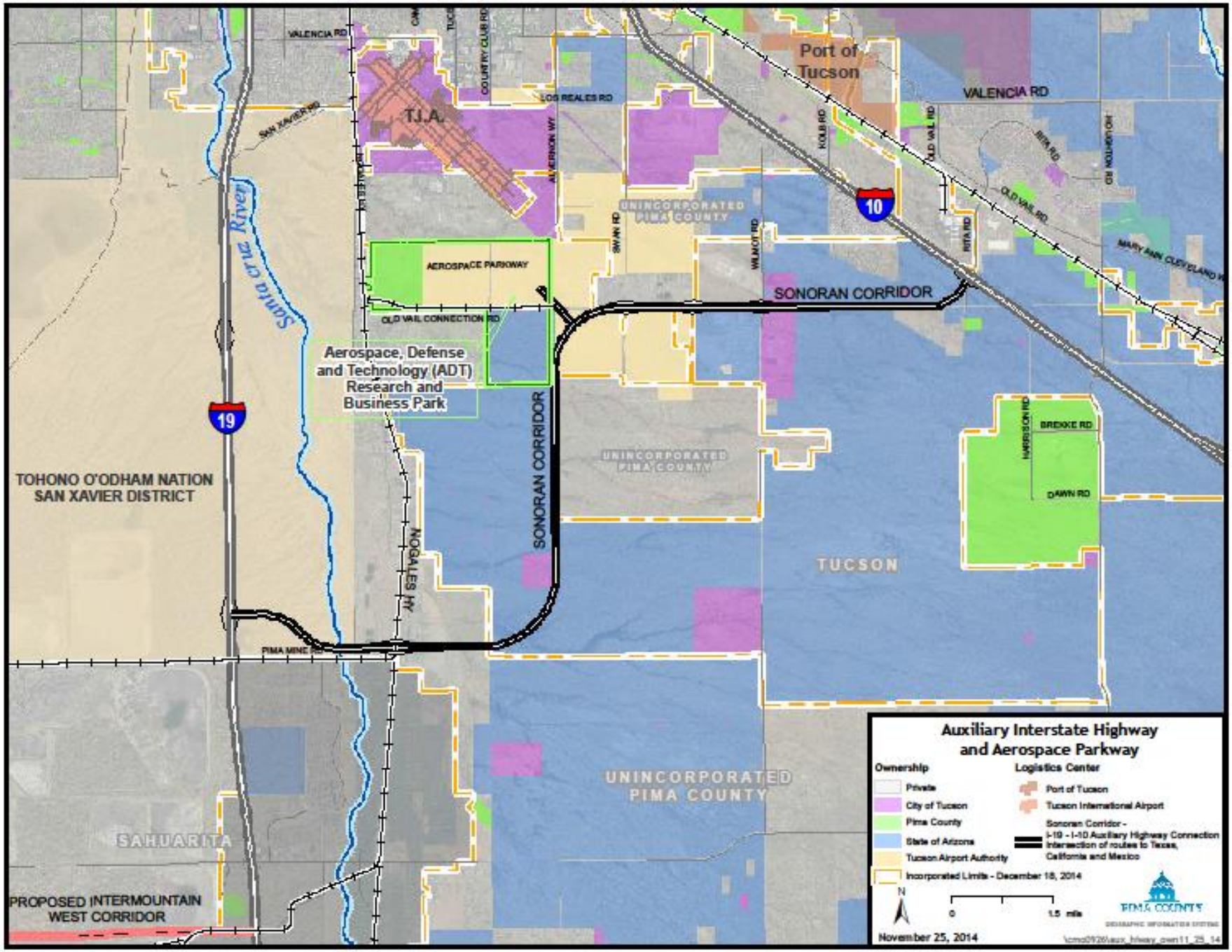
Strategic Planning Director

CITY OF TUCSON

PIMA COUNTY

Initial Development





Auxiliary Interstate Highway and Aerospace Parkway
Ownership
Private
City of Tucson
Pima County
State of Arizona
Tucson Airport Authority
Incorporated Limits - December 18, 2014
Logistics Center
Port of Tucson
Tucson International Airport
Sonoran Corridor - I-19 - I-10 Auxiliary Highway Connection Intersection of routes to Texas, California and Mexico
N
0
1.5 mile
November 25, 2014
PIMA COUNTY
Port of Tucson
VALENCIA RD
T.I.A.
LOS REALES RD
SAN XAVIER RD
COUNTRY CLUB RD
ALVERNON WY
KOLB RD
OLD VAIL RD
RITA RD
HOUGHTON RD
MARY ANN CLEVELAND W
UNINCORPORATED PIMA COUNTY
SWAN RD
WILMOT RD
AEROSPACE PARKWAY
OLD VAIL CONNECTION RD
SONORAN CORRIDOR
Santa cruz River
Aerospace, Defense and Technology (ADT) Research and Business Park
19
10
TOHONO O'ODHAM NATION SAN XAVIER DISTRICT
NOGALES HY
HARRISON RD
BREKKE RD
DAWN RD
TUCSON
PIMA MINE RD
SAHUARITA
PROPOSED INTERMOUNTAIN WEST CORRIDOR

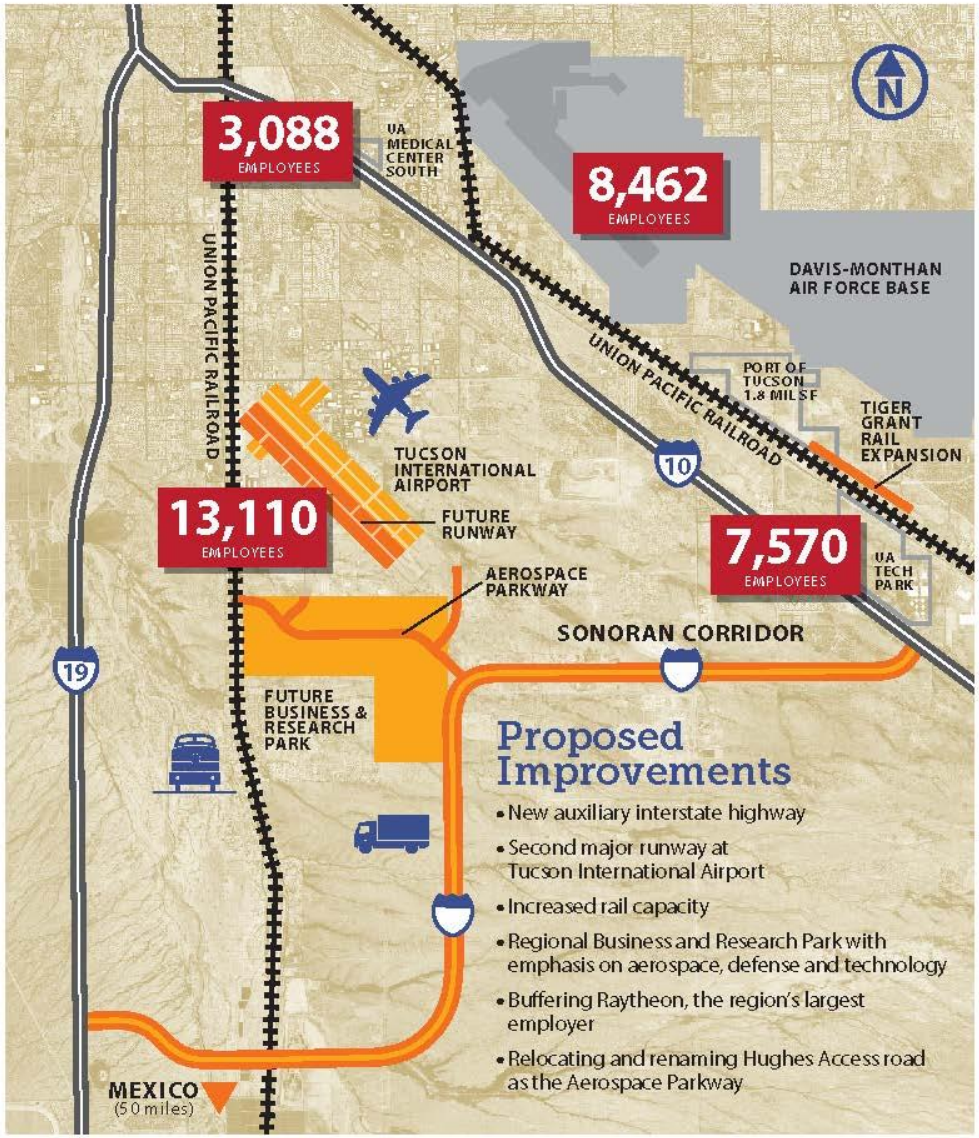
Sonoran Corridor

- Connects Major Job Centers
- High Speed Interconnect I-19 to I-10
- Length is 16 Miles
- Reduces Trip Mileage by 12 Miles

  40+% Saving of Fuel and Time
- Avoids Congestion on both Highways
- Creates a Southern Entrance to TIA
- Multi-modal - Air, Surface, and Rail
- Backbone of Major Logistics Center
- Enables additional development on

  San Xavier District.
- Opens access to 21 Adjacent Sections

  of land – 18 in City of Tucson



Phased Development

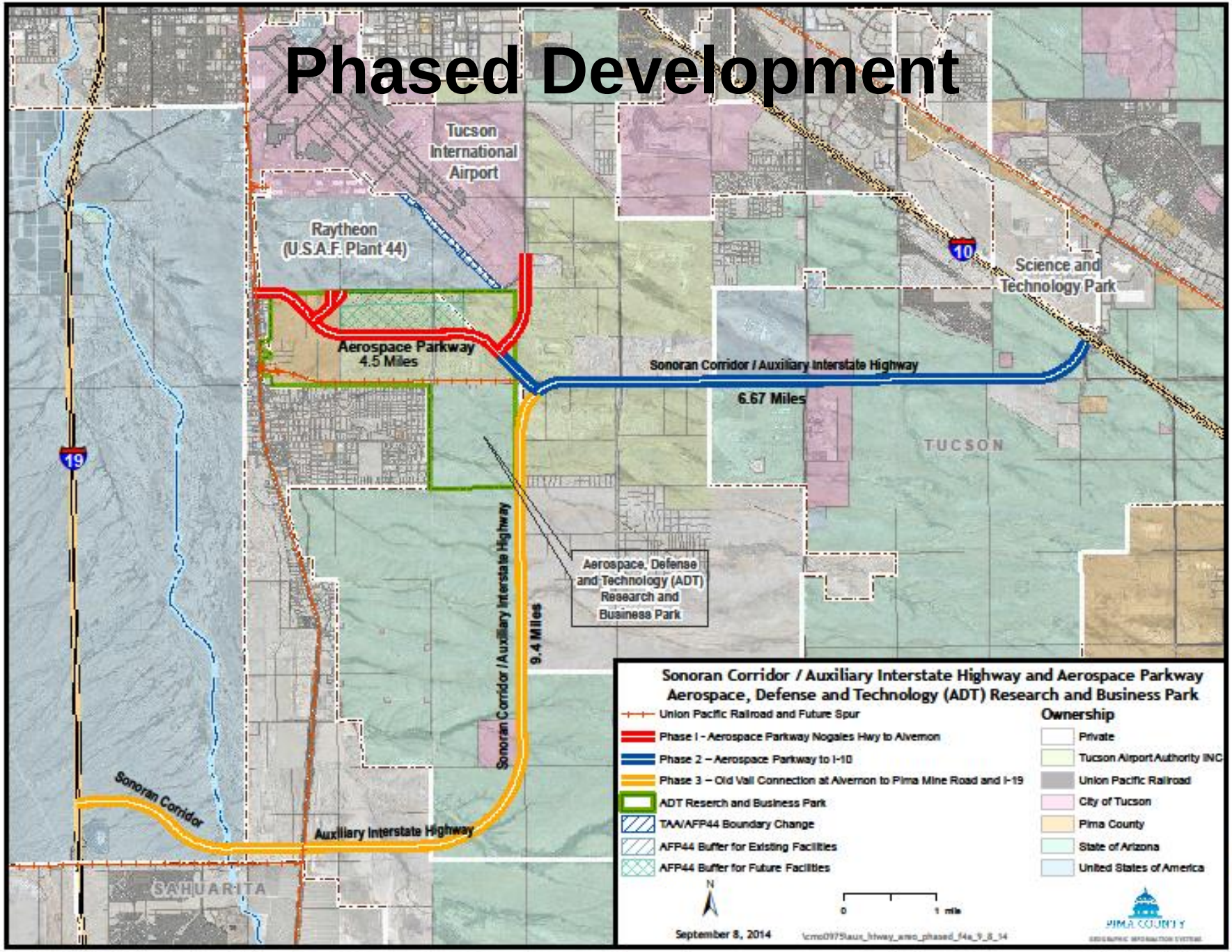
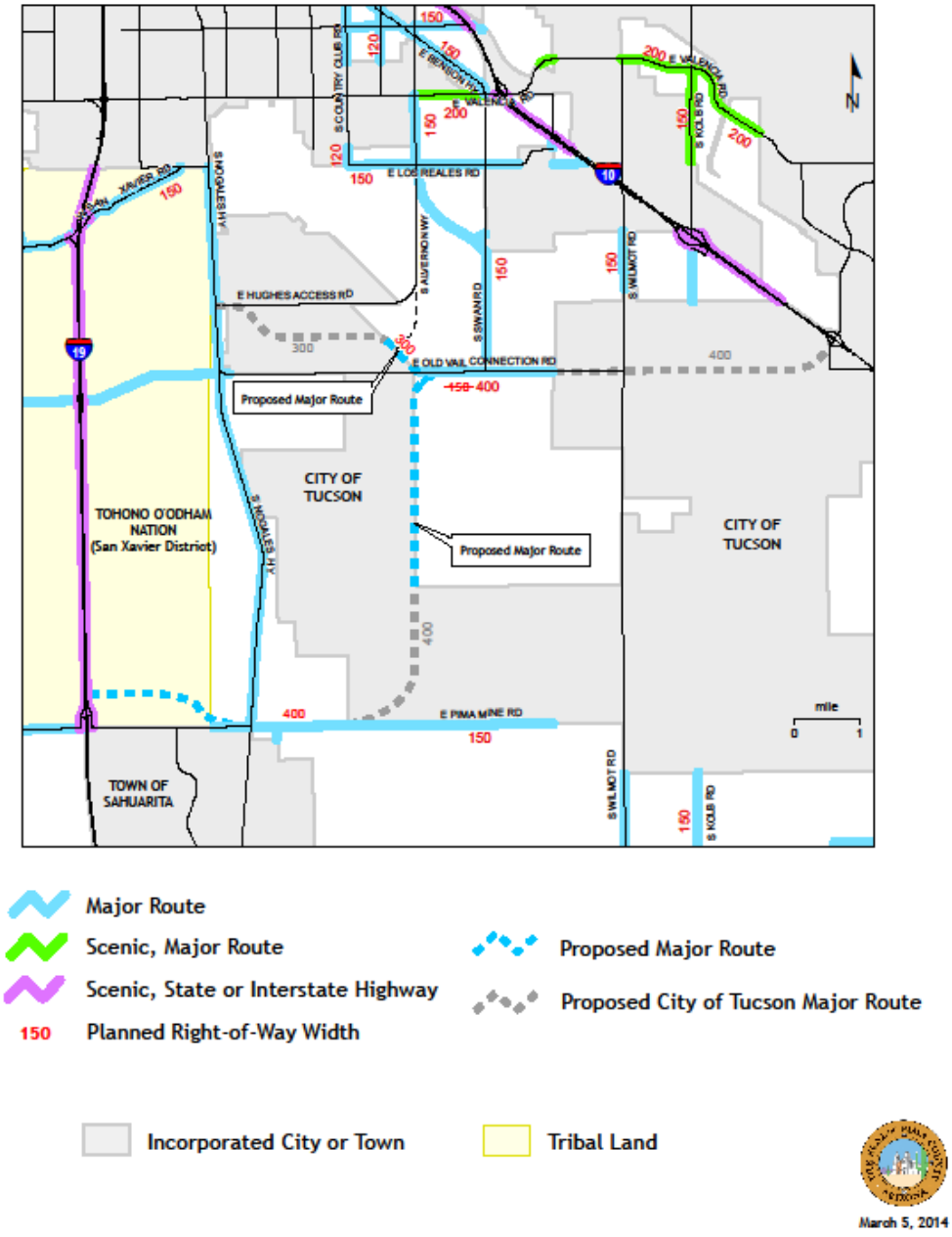


FIGURE 4

Pima County Major Streets and Routes Map

Adopted 10-07-2014

Exhibit 1: Location Map

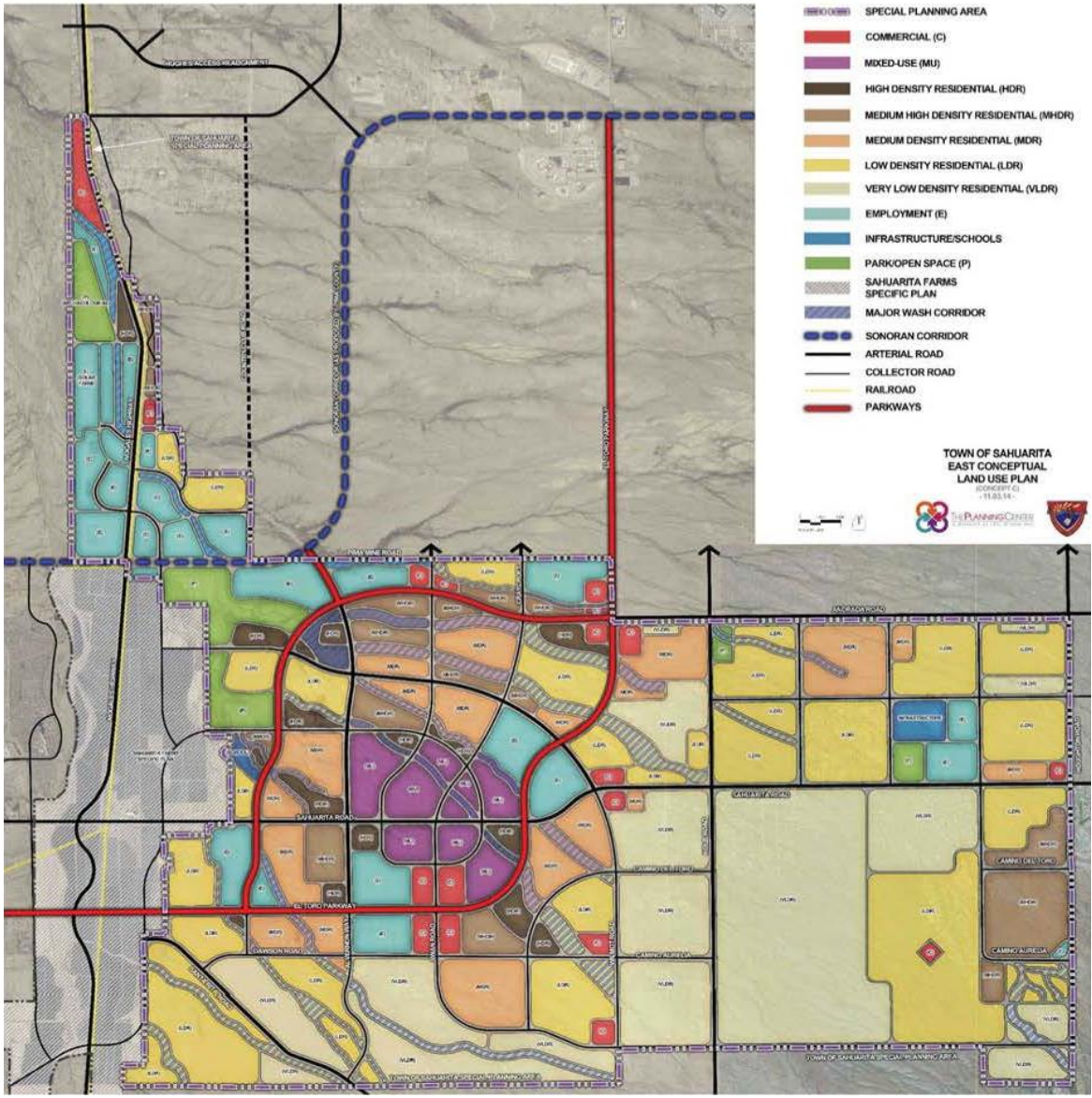


March 5, 2014

Sonoran Corridor

- Connects Multiple Communities
  - Tucson
  - Sahuarita
  - Vail
- Commuting Routes Simplified
  - Tech Park Employers
  - Airport Employers
  - Davis-Monthan
  - Mines
  - I-10 to I-19 – Saves 12 Miles
- Improves Access to Airport from South and East
- Master Planned Supply Chain & Logistics Corridor

Sahuarita East Conceptual Area Plan



Summary

This is a plan where The City of Tucson and Pima County are working together to:

- **Improve attractiveness of large parcels to attract new and expanded employment**
- **Improve retention and encourage expansion of our largest employer - Raytheon**
- **Increase opportunity for development and expansion of Tucson International Airport**
- **Master plan the Region's next major growth area**
- **Avoid urban – industrial conflict through cooperative planning and proactive zoning**
- **Create supply chain opportunities for local and international consumers in Mexico**
- **Leverage our geographical location to create major logistics opportunities**

We appreciate your consideration of the plan to incorporate the Sonoran Corridor into the City of Tucson Major Streets & Routes Plan.

CITY OF TUCSON

Thank You

PIMA COUNTY

Questions & Comments